# CHAPTER 6
# MARSHALLING AND MOVEMENT

Deployment encompasses all activities from origin or home station through destination, specifically including intra-CONUS, intertheater, and intratheater movement legs, staging, and holding area. (JP 1-02) The key point is that MPF deployment involves movement from home station all the way to the TAA. Deploying echelons, organized by plane or ship teams, assemble at their home station, prepare for deployment, and move in accordance with the established plan or when called to stage at APOEs or SPOEs.

## Marshalling

Marshalling for sea and air movement is covered in JP 3-02.2, *Joint Doctrine for Amphibious Embarkation and Debarkation*, and Department of Defense Regulation (DODR) 4500.9-R, *Defense Transportation Regulation, Part III, Mobility*.

Parent commands supervise preparing for deployment (see ch. 4). They outline required actions before and after an alert order and procedures that should be included in unit readiness SOPs. Movement to APOEs/SPOEs is accomplished with organic transportation to the maximum extent possible. Requests for transportation in excess of organic capability are coordinated by the LMCC. The CMPF transportation requirements for elements deploying by airlift are coordinated with the MAGTF commander.

AMC will exercise overall control of airlift operations at APOEs. AMC TALCE will establish an air operations center or air terminal operations center at the airfield, through which all information related to onload or offload operations is disseminated. Coordination between the moving unit, DACG, and TALCE is critical to an orderly movement of transport aircraft through the APOE. The arrival of unit equipment and personnel for onload must be sequenced to avoid bottlenecks at the APOE. The parent MEF and MSEs of the MPF MAGTF will provide an officer at the APOE to coordinate—with DACG and TALCE—the arrival of unit equipment and personnel.

TALCE, DACG, and APOE installation commanders must coordinate to ensure that sufficient ramp space for aircraft parking and equipment staging is available to support the airlift flow. The DACG, in coordination with the APOE installation commander and the base operations support group (BOSG) or station operations support group (SOSG), will ensure shelter and messing for deploying personnel are provided. Helicopter disassembly areas should be located away from passenger and cargo staging areas, yet close enough that aircraft can be towed to the staging area. This area should be sufficiently large enough for MHE to move safely between aircraft. Helicopter disassembly requires cranes, forklifts, tow tractors, light units, and ramp space for work and staging. For SPOE operations, normal embarkation procedures and relationships apply.

## Sea Movement Group and Air Movement Group

The MPF is divided into two movement groups based on deployment mode: sea or air. The sea movement group is divided into movement elements that deploy from the same SPOE at approximately the same time. The air movement group (collectively called FIE) is divided into elements that deploy from different APOEs at different times (see fig. 6-1 on p. 6-2).

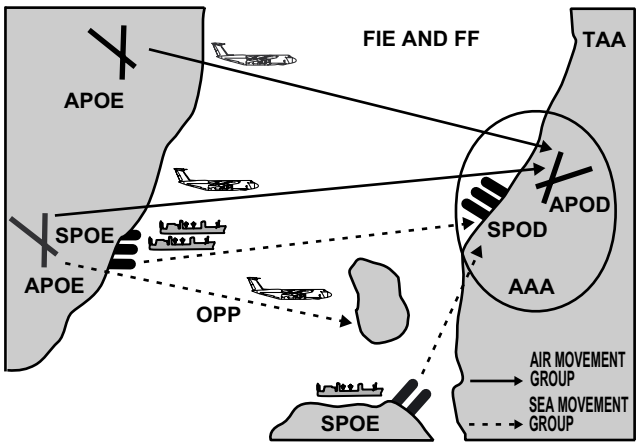


**Figure 6-1. Movement Concept.**

## Sea Movement Group Elements

The MPSRON will move as directed by the fleet commander. Movement should accommodate the earliest possible embarkation of the OPP. The MPSRON will rendezvous with escorts (if assigned) and transit to the AAA. TAV-B and follow-up shipping will proceed as directed (see app. N for MPSRON capabilities and characteristics).

### *OPP*

The OPP initially deploys by air but arrives in the AAA as part of the sea movement group aboard the MPSRON (see ch. 7 for OPP functions; app. I for the OPP checklist; and app. O for a notional OPP table of organization [T/O]).

### *Follow-Up and Sustainment Shipping*

Follow-up shipping provides lift for additional critical items that are not in the MPS PO and could not be lifted as part of the FIE. Depending on the length of the MPF MAGTF employment mission, sustainment shipping will be coordinated to provide all classes of supply past the 30 days aboard the MPSRON.

## Air Movement Group Elements (FIE Organization)

Air movement is a continuous, progressive operation that transports successive elements of the deploying force to the objective area. The total time required will depend on the number, type, and initial locations of forces to deploy, aircraft availability, range, and throughput considerations. Some critical low density/high demand and other sustainment items may be shipped by air.

### *SLRP*

See chapter 7 for SLRP functions; appendix H for the SLRP checklist; appendix O for a notional SLRP T/O; and appendix P for the SLRP report format.

### *Advance Party*

The advance party consists of personnel designated to deploy before the main body to form the AAOG, LFSP, the remainder of the NSE (those not deployed in the OPP or SLRP), and the AAOEs (see ch. 7). The CMPF and the MAGTF commander task-organize the advance party. Primary tasks are to arrange for the reception of the main body, offload the MPSRON, and distribute MPE/S. It may also include the CEs of the MAGTF and CMPF.

**WARNING**

**Forces must not be introduced into the AO faster than logistic support can be provided from the offload and throughput processes.**

### *Main Body*

The main body of the FIE is the balance of forces (less the FF) that remain after the OPP, SLRP, and advance party deploy. Movement of the main body is sequenced to support the offload/arrival and assembly operations. It is essential that the main body's flow be relatively uninterrupted to permit expeditious arrival and assembly and force standup.

### *FF*

FF operations involve the transit of self-deploying aircraft of the ACE and aerial refueling support. Supporting refuelers may be provided by the

MARFOR or AMC. Different aircraft types may require different planning considerations. If self-deploying aircraft are to use the same arrival airfields as the airlift aircraft, detailed coordination with AMC is required. Profiles/routes should be established for each type of aircraft. The final en route staging base should be located within 1,000 nautical miles (nm) of the destination arrival airfield. This will facilitate moving the ACE to the arrival airfield on call and without the requirement for additional tanker support.

## Movement Control Organizations

A movement control organization is required to provide unity of effort and support the interface with the JOPES. Sea movements are planned and executed by the fleet in accordance with their normal movement control procedures. COMMARFOR, as the primary user of airlift, is responsible for coordinating the air movement. Consequently, the CMPF coordinates with the MAGTF commander for marshalling and movement of USN personnel by air. Coordination for air movement is made directly with Commander, USTRANSCOM and other supporting agencies. Reports of the movement are made through normal chains of command keeping all commands informed (see fig. 6-2). See also

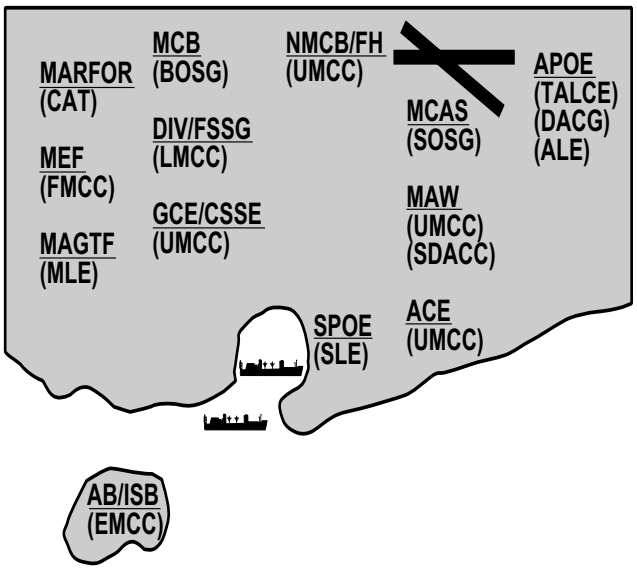


**Figure 6-2. Movement Control Organizations.**

MCWP 4-11.3, *Transportation Operations*; JP 4-01, *Joint Doctrine for the Defense Transportation System*; and JP 4-01.3, *JTTP for Movement Control*.

### FMCC

The FMCC is the MEF commander's principal movement control organization responsible for movement and marshalling support. Through coordination with AMC, the FMCC promulgates the air movement schedule with the parent commands that execute the marshalling activities of the FIE. The FMCC will coordinate directly with MSC and NCC on movement of the MPSRON.

### LMCC

LMCCs are organized from the FSSGs/CSSEs or the supporting establishment in geographic proximity to the marshalling units. LMCCs are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, MHE, and any other logistics support required by the parent commands during marshalling. LMCCs (FSSGs/CSSEs) will provide a DACG for the APOE as directed by the FMCC.

### DACG

DACGs are the primary interface with the AMC TALCE at APOEs. A DACG is responsible for receiving deploying equipment and personnel from the units at the APOE, coordinating with the TALCE to ensure that the cargo and personnel are properly prepared for air shipment, and delivering cargo to the ready line.

### AACG

AACGs are the primary interface with the AMC TALCE at APODs. An AACG is responsible for receiving and moving personnel, equipment, and supplies from the aircraft flight line to initial staging areas.

### Airlift Liaison Element

The MAGTF commander will establish a liaison element at each APOE to provide for coordination with the DACG. It includes personnel from the MAGTF and MSEs. The airlift liaison element (ALE) is normally located in the staging areas at designated APOEs. Responsibilities follow:

- Establish liaison with the DACG and other deployment support agencies.
- Assist in the final preparation of vehicles and equipment in accordance with DODR 4500.9-R, Part III.
- Ensure that required dunnage, shoring, and tiedown materiel accompany unit loads to the joint inspection (JI) area.
- Provide load plans, personnel, and cargo manifests, with appropriate copies to the DACG in accordance with DODR 4500.9-R, Part III; and assemble personnel, supplies, and equipment into sequenced preplanned aircraft loads in accordance with established load plans.
- Ensure plane team and/or troop commanders are appointed and properly briefed on their responsibilities.
- Ensure aircraft loads arrive at the JI area at times required/coordinated with the DACG.
- Ensure correction of all load discrepancies found during JIs.
- Adjust aircraft load sequence.
- Deploy with late departing MAGTF elements on the last few aircraft in the airflow.

### Sealift Liaison Element

The MAGTF commander will establish a liaison element at each SPOE to provide for coordination with the MAGTF offload liaison team (MOLT) and element embarkation personnel. The sealift liaison element (SLE) includes personnel from the MAGTF and MSEs and is normally located in the staging areas at designated SPOEs. The SLE establishes liaison with deployment support agencies as required, and assists in the final preparation of vehicles and equipment.

### Unit Movement Control Center

The deploying unit will establish an area where the unit will marshal for movement to the APOE or SPOE. The C2 for this area is the unit movement control center (UMCC). The UMCC will coordinate with the LMCC on their planned movement to the APOE or SPOE. For more detail on movement control, see MCWP 4-11.3, *Transportation Operations*.

### En Route Movement Control Center

The MEF commander may form ALEs, SLEs, and en route movement control centers (EMCCs) to support the deploying MAGTF by monitoring the air movement and informing the FMCC of any delays in the movement of the FIE and FF. If an unacceptable delay in the deployment of critical personnel or equipment needed for the arrival and assembly phase does occur, the EMCC OIC will direct the offload and reload of personnel and equipment onto other aircraft.

### TALCE

If an intermediate staging base (ISB) or advanced base is required for AMC aircraft, a TALCE will deploy to that location to coordinate AMC activity there. The MAGTF may deploy an EMCC with the TALCE to coordinate support for MPF FIE assets that may be delayed at the staging base. Since civilian contract carriers determine their en route support requirements, they are responsible for support of MPF FIE passengers delayed en route because of aircraft maintenance problems.

The TALCE coordinates all aspects of the airlift mission, including aircraft movement control, communications, and technical supervision of loading and marshalling of aircraft. An advanced echelon (ADVON) will deploy ahead of the main TALCE to coordinate strategic and AMC requirements at the arrival airfield. Areas of concern include ramp parking, runway conditions, cargo marshalling areas, and airfield support (crash/fire/rescue, NAVAIDS or personnel support). The ADVON will coordinate with the SLRP (through the airfield coordination officer [ACO]) to obtain services from US forces and the HN. The ADVON may deploy equipment to establish communications with AMC C2 agencies and the ACO before the main TALCE arrives.

### Host Base/Stations

Host base/stations assist marshalling units by providing local logistics support, MHE, transportation, security, staging areas, and other support required by the deploying unit. If required, host base/stations assume custody of RBE. MCBs and MCASs will establish a BOSG and SOSG, respectively. The BOSG and SOSG will coordinate their support efforts for the deploying MAGTF.

### POEs

Installation commanders at or near POEs provide MHE, transportation, security, and other support as requested by the deploying unit.